BIG DROP IN BICYCLE PRICES.

The Pope Manufacturing Company Announces a Reduction of Twenty-five Per Cent.

Report That Others Will Meet the Cut in Prices and Possibly Go Still Lower in High Grades.

Agents Agree That the Day of the \$100 Wheel Is Past and Say Small Manufacturers Will Be Driven Out of Business.

The important announcement of the Pope Manufacturing Company, of Hartford, Conn., that the prices of its 1897 Columbia bicycles would be reduced to \$75 each on July 1, 1897, will prove a boon to cyclists, and will undoubtedly create a commotion in the trade. With 1897 Columbias at \$75, 1896 Columbias at \$60, and Hartfords at \$50, \$40 and \$30, every rider may have a high-grade mount at a price no higher than is demanded for less distinguished bicycles.—Circular Issued by the Pope Manufacturing Company.

the wheat market will be mild in com- for delay in securing patents on the im-

and agents were aware of it. While some and agents were aware of it. While some the senson to create a section disturbance, it was generally conceded that the day of the \$100 bleycle was oven and that prices would be cut still more. No manufacturer too early for them to say definitely whether

The auction sales of the 1896 wheel, which differed little frm tohe 1897 model, in large quantities is cited as the chief cause of the slump. Many of these wheels were sold for export, the bleycle manufacturers not expecting that they would be put on sale in this country. If they had known this they would have refused to sell, for there has been a general understanding, if not an explicit agreement, that the \$100 price for high-grade wheel for the Fowler, said: "We will maintain our price of \$100 for there has been a general understanding, if not an explicit agreement, that the \$100 price for high-grade wheels should be

lng, if not an explicit agreement, that the \$100 price for high-grade wheels should be unaintained.

The purchaser, however, did not keep faith, and instead of exporting the wheels, anctioned them off at prices which ran as low as \$33 for machines that could not be had for double or even triple that price at the agencies of the manufacturers. The result has been a weak demand all season for the Pope and other standard wheels that have always been looked upon as the best makes.

Following these auction sales came a series of secret crus by which wheels were sold at less than list prices. The stock of last rear's whoels left over was much greater than ewer before, and as much capital was field up in them, they had to be sold.

What makes the stand of the Pope Manufacturing Company of special import is that the raduction of price affects all was also anong up the situation in which the furnishment of the price of \$65. Reports from Boston that the unite bleycle trade seems to be demonalized and that there are rumors that many large manufacturers expect to make reductions shortly. Some of them view the outlook with apprehension and intent that they will close out thelp business. Among the manufacturers who are said to contemplate discontinuing is the Humber company.

In summing up the situation in which the

facturing Company of special import is that Hu the reduction of price affects all grades of b wheels. This is certain to compel competitors to meet the cut all along the line. h It is even predicted that next year bicycles said yesterday: will be bought for prices averaging about ploneer

one-half of those of the current season. George H. Day, vice-president and general manager of the Pope Manufacturing Company, telegraphs the Journal from Hartford that the cut in the price of Columbia and Hartford bicycles would go into effect to-morrow, Jufy L. The 1897 Columbia will be reduced from \$100 to \$75. The 1896 Columbias, which were sold this season for \$85. will be placed at \$60. The 1897 Hartford for both sexes, which are listed, at \$60, and which were reduced from \$50. Patterns Nos. 1 and 2 Hamtford, which were held at \$60 at the beginning of the season, and later reduced to \$50, will be sold for \$40 and \$45 respectively. Patterns Nos. 5 and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While best and of the eating the sum of the season, and later reduced from \$40 to \$50. While best and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While best and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While best and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While sold for \$40 and \$45 respectively. Patterns Nos. 5 and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While sold for \$40 and \$45 respectively. Patterns Nos. 5 and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While sold for \$40 and \$45 respectively. Patterns Nos. 5 and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While sold for \$40 and \$45 respectively. Patterns Nos. 5 and 6 Hartford, for hoys and girls, will be reduced from \$40 to \$50. While sold for \$40 to \$50. While sol Company, telegraphs the Journal from p

Excitement caused by the cornering of been put upon the market this year but

will have the temerity to ask \$190 for his they would meet the cut of the Pope Manufacturing Company or endeavor to maintain

the wheat market will be mild in comparison with that which will be created when it is generally known that there is a slump of 25 per cent in the price of biggles, led by the Pôpe Manufacturing Company.

This announcement was circulated late the vesterday afternoon, and manufacturers and agents were aware of it. While some maintain that the cut comes too late in as high-grade that sold from 25 to 40 per comparison with the cut comes too late in as high-grade that sold from 25 to 40 per comparison with the cut comes too late in as high-grade that sold from 25 to 40 per comparison with the cut comparison with the compar



ALL MUST COME TO IT. I am not so surprised to learn of

the cut in price as that Colonel Pope should have made it. It has been

have been selling their '97 models as low as \$60, although keeping up

appearances of maintaining the high

water price. The auction sales, at which high grade wheels have been

sold all the way from \$30 to \$50 have had a ruinous effect upon the trade of leading manufacturers.

I think the example of Pope will be quite generally followed and the result will be that the high grades

will come down to \$75, while the moderate priced wheels will be pro-

portionately out to figures that will

obvinte the selling of wheels at auction.—ERNEST R. FRANKS, sec-

retary of the National Board of

Trade of Cycle Manufacturers, in an

DRIVERS IN TROUBLE.

The Steamer Aden Wrecked Off the Island of Socotra.

MANY PASSENGERS LOST.

Swept Overboard or Perished in a Boat in Which They Tried to Reach Land.

Jovernment's steamer Mayo, sent out in some of them could scarcely stand. search of the missing steamer Aden, from Yokohama on April 28, via Colombo and

on board. The boat, manned by a European crew, left in a tremendous sen and drifted rapidly out of sight.

Washed Into the Sea.

Vast waves still swept the wreck, dashing the people about and leaving them allost prostrate on the deck. One by one, men, women and children, grown too weak to withstand the repeated bufferings, were washed overboard in sight of those who were momentarly expecting the same fage. Among the first thus engulfed were Mrs. and Mrs. Strain and their two children; Misses Lloyd and Woller the missinguishments. Misses Lloyd and Weller, the missionaries; Mrs. Pearce's baby, with its Chinese nurse, and then Captain Hill, whose leg was

All the victims were picked off one by one, until 5 o'clock in the afternoon, when those who still survived retreated below. The storm abuted slightly on the morning of the 10th. Vessels were sighted on the 13th, 17th and 20th, but no aid was rendered. The survivors were nearly crazed

by fear and dead from hunger. Aden, Arabia, June 29.—The Indian less people off on the 27th of the month

Where the Wreck Occurred. Aden for London, which was last heard of The Island of Socotra is situated in the quietest of all the June weddings of '97, and Mr. at when leaving Colombo June 1 for this port, Indian Ocean, 120 miles east of Cape and yet it marked the conclusion of one of has returned here and reports that the Capadati, the eastern extremity of Africa. The prettiest romances of the year. Aden was wrecked off the Island of Soco- It is about seventy miles in length from It began about ten mouths ago on Goy-

Bride a Daughter of James D. Smith. Groom Was a Candidate on Connecticut's State Ticket Last November.

WERE MARRIED

ABOARD A YACHT.

Homer Stille Cummings and

Helen Woodruff Smith the

Happy Couple.

ALTAR ON THE VIKING.

The Craft Was Anchored Off

Larchmont and Elaborately

Decorated with Flowers.

A RECEPTION HELD ASHORE

The wedding of Miss Helen Woodruff Smith and Homer Stille Cummings was celebrated yesterday forenoon on board the schooner yacht Viking, belonging to the bride's father, James D. Smith, formerly Commodore of the New York Yacht Club. Weddings have been celebrated in nearly all sorts of places, but that of Miss Smith and Mr. Cummings was the first as far as recalled on a yacht's deck.

Wind and waves were not propitious yes-

terday morning, and, in consequence, the entire bridal party was obliged to be out at an unearthly hour. There was not even a breath of wind, though there was a gale blowing on Monday night. Linden Lodge, the residence of Commodore Smith, at Stamford, Conn., was left at about 7 a. m., and a half hour later the Viking was towed out of Shippen Point Bay by the steam yacht Haiycon with the bride's party aboard. The name Halycon was regarded as a good omen. Howard C. Smith, of the Stamford Yacht Club, the owner, put it at the disposal of Commodore Smith. Beside the Daisies.

The Viking came to anchor off Larchmont at 9:30, o'clock. On board were Commoders Smith, the bride, bridesmaids and attendants. The bridegroom, best man and the rest of the little party who were to witness the marriage, took the 8:20 train from

tar of Hymen.

Bride Saw the President and Se-

cured the Groom's Appoint-

ment to Switzerland.

present at the marriage of Miss Laura Del-phine Kilpatrick to Mr. Harry H. Mosgan



DIVERS IN THOUSE. The Many Cycles Fair State Character is Part of the control of

Bleyele experts estimate the cost of the various parts of an up-to-date \$100

ACTUAL COST OF A HUNDRED DOLLAR WHEEL.

Nickelling	2.00
Pedals	1.20
Enamelling	1.00
Chain	.88
Crank parts	.80
Snokes	.70
Rims	.60
Large sprocket	.40
Fork sides	.26
Grips	-26
One hundred balks	:40
Nipples on spokes.	
Crank hauger.	.18
Handlebar clamp	-50
	-07
Handlebar T	.05
Sent post bracket.	.12
Two bolts and nuts. ir	.12
Two head clips	.10
Crown (reciving fork sides)	.12
Rear fork ends	.12
Seat post T	.28
Reinforcements	.14
Two head cops	.12
Head adjusting cone	-08
Adjustments	.08
Brace IIp	.06
Frame braces	.05
Pown cone	
	03